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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
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MEMORANDUM FOR: Recipients of Z-14534/82, IAR-0015/82
Special-Purpose Railcars at Sary-Shagan
Airfield, USSR (S)
Imagery Analysis Report
Dated March 1982

SUBJECT : Replacement of Report

Please replace the above-mentioned report with the
attached report.

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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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imagery analysis report

Special-Purpose Railcars at
Sary-Shagan Airfield, USSR (S)

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SPECIAL-PURPOSE RAILCARS AT SARY-SHAGAN AIRFIELD, USSR (S)

1. (S/D) This report provides an imagery-derived analysis of special-purpose (SP) railcars at Sary-Shagan Airfield [redacted] USSR (Figure 1). These railcars have also been seen at Smolensk Guided Missile and Aircraft Component Plant 475 [redacted] Akhtubinsk Flight Test Center [redacted] and Saratov Airframe Plant 292 [redacted]. The railcars, previously identified as CODLING wing shipping containers, have recently been observed transporting the modified KELT (AS-5) air-to-surface missile (ASM). This report, covering the period from January 1973 through 1982, includes a location map and five annotated photographs.

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2. (S/D) An analysis of April 1981 imagery of Sary-Shagan Airfield has shown that the SP railcar is a 13- by 3-meter gondola car with a distinctive two-section, removable cover. This cover has a wedge-shaped forward section which joins a beveled aft section at approximately the railcar's midpoint (Figure 2).

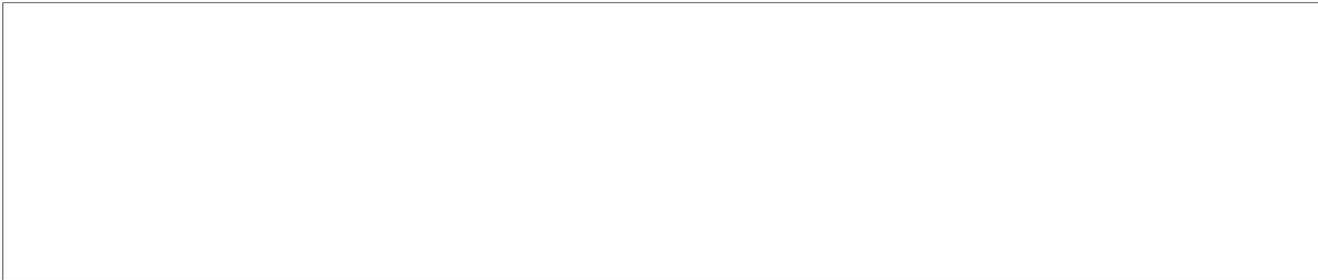
3. (S/D) [redacted] six SP railcars were in a storage/support area at Sary-Shagan Airfield (Figure 3). On imagery [redacted], the six SP railcars, each containing one modified KELT (Figure 4), were observed with their covers removed. [redacted] these SP railcars were empty, and six additional modified KELTs were in the storage/support area; their covers were on the offloading ramp adjacent to the railcars (Figure 5). [redacted] neither the railcars nor their covers were present. However, the six modified KELTs remained in the storage/support area. SP railcars were first observed at Sary-Shagan in mid-1979. Periodic observations of the railcars continued [redacted]. With each observation of the railcars, a corresponding number of modified KELTs were eventually seen. No more than seven of these railcars have been seen at any one time at Sary-Shagan.

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4. (S/D) The association of SP railcars with CODLING wings was made at Saratov Airframe Plant 292, where CODLINGs were assembled [redacted] four railcars were in the transshipment area at Saratov. One of these railcars was uncovered and empty, and its cover was on the offloading ramp next to a pair of CODLING wings (Figure 6), which appeared to have been removed from the railcar by an adjacent crane. SP railcars have not been observed at Saratov since May 1977, and production of the CODLING ended during the summer of 1980, indicating that the SP railcar is no longer transporting CODLING wings.

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5. (S/D) SP railcars have been observed at Smolensk Guided Missile and Aircraft Component Plant 475 since at least January 1973. CODLING components (including wings) and KELTs have been produced at Smolensk. Also, SP railcars have been observed periodically at the ASM storage and support complexes of Akhtubinsk Flight Test Center since June 1979.



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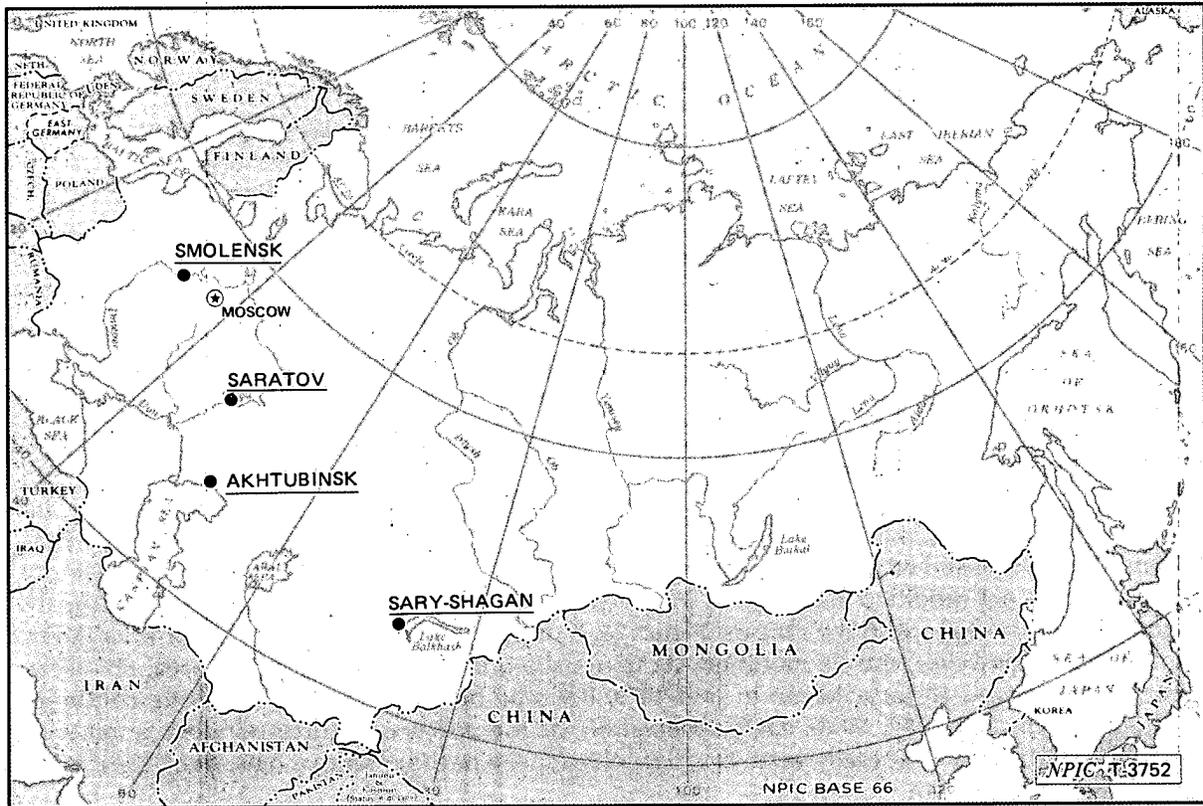


FIGURE 1. LOCATIONS OF FACILITIES ASSOCIATED WITH SPECIAL-PURPOSE RAILCARS IN THE USSR

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